



## REFERRAL REPORT

Report Date: January 6, 2026  
Contact: Nick Danford  
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Meeting Date: January 20, 2026

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 1402-1462 Burrard Street, 1401-1451 Hornby Street and 900 Pacific Street

### **RECOMMENDATION TO REFER**

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

### **RECOMMENDATIONS FOR PUBLIC HEARING**

- A. THAT the application by the General Manager of Real Estate Services, on behalf of the City of Vancouver, the registered owner of the lands located at:
- 1402 Burrard Street [*Lots 1 to 5 and the North 1/3 of Lot 6 Block 120 District Lot 541 Plan 210; PIDs 015-506-380, 015-506-401, 015-506-428, 015-506-444, 015-506-487 and 015-506-541 respectively*];
  - 1430 Burrard Street [*The south 2/3 of Lot 6, north 2/3 of Lot 7, and amended Lot 8 (see 60358L) Block 120 District Lot 541 Plan 210; PIDs 007-796-587, 007-796-668 and 007-796-340 respectively*];
  - 1444 Burrard Street [*Lots 9 and 10 Block 120 District Lot 541 Plan 210; PIDs 007-796-773 and 007-796-862 respectively*];
  - 1460 Burrard Street [*Lots 11 and 12 Block 120 District Lot 541 Plan 210; PIDs 015-506-568 and 015-506-576 respectively*];
  - 1401 Hornby Street [*Lots 30 to 32 Block 120 District Lot 541 Plan 210; PIDs 002-559-544, 002-559-552 and 002-559-579 respectively*];

- 1441 Hornby Street [*Lots 24 to 29 Block 120 District Lot 541 Plan 210; PIDs 015-506-584, 015-506-592, 013-344-617, 013-344-641, 002-559-480 and 002-559-536 respectively*];
- 1451 Hornby Street [*PID 002-559-463; Lot 23 Block 120 District Lot 541 Plan 210*]; and
- 900 Pacific Street [*Lots 33 and 34 Block 120 District Lot 541 Plan 210; PIDs 002-559-501 and 002-559-510 respectively*];

to rezone the lands from False Creek Comprehensive Development District (FCCDD) to CD-1 (Comprehensive Development) District, to allow for a maximum floor area of 80,700 sq. m (868,648 sq. ft.) and a maximum building height of 165 m (541 ft.) with additional height for the portions of the rooftop amenity, to permit a mixed-use development with a 40-storey (west tower) and a 52-storey (east tower) connected with a podium, with 1,089 secured rental units and ground floor commercial space, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Diamond Schmitt Architects, received December 3, 2024 and resubmission plans received May 14, 2025;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.
- C. THAT subject to the approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the new CD-1, generally as set out in Appendix C, be approved.
- D. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include the CD-1, generally as set out in Appendix C;

FUTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- E. THAT Recommendations A to D be adopted on the following conditions:
  - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City, and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

- (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

## **Purpose and Executive Summary**

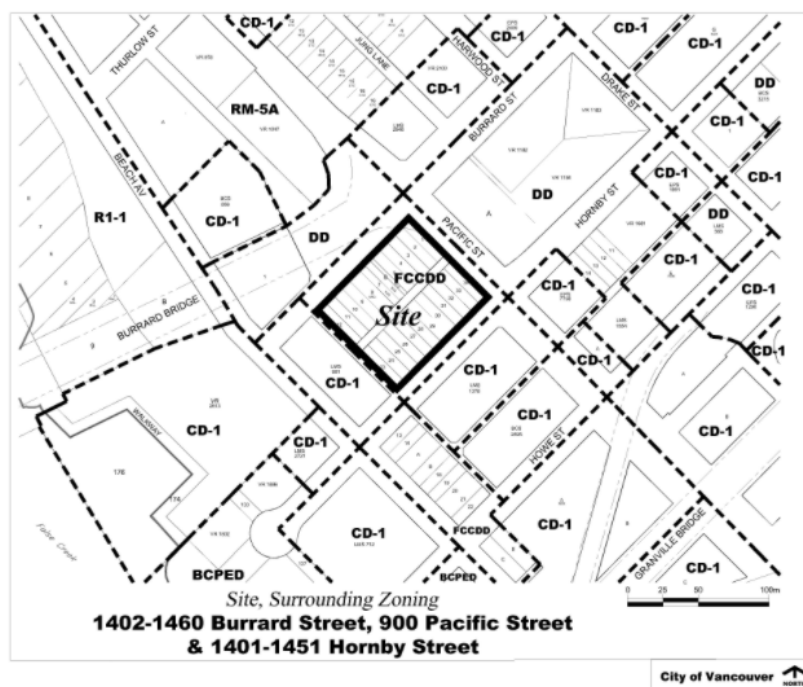
This report evaluates an application to rezone the properties at 1402-1462 Burrard Street, 1401-1451 Hornby Street and 900 Pacific Street to create a new CD-1 (Comprehensive Development) District. The proposal is for a mixed-use development with a 40-storey (west tower) and a 52-storey (east tower) connected with a podium, with 1,089 secured rental units. Commercial uses are proposed on the ground level.

The proposed land use and public benefits are consistent with the applicable policies, and the height and density is similar to the surrounding high-density residential built form. If approved, the proposal would provide 1,089 secured rental units. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle subject to conditions contained in Appendix B.

## **Context and Background**

### 1. Site and Context

The site is comprised of 25 lots located on the southwest corner of Pacific Street and Hornby Street, directly east of the Burrard Street Bridge (see Figure 1). The existing zone for the site is False Creek Comprehensive Development District (FCCDD), that allows for industrial and commercial uses and does not prescribe height and density. The surrounding neighbourhood consists of high-density residential buildings ranging from a single storey to over 40 storeys in height.

**Figure 1: Site and Surrounding Zoning**

## 2. Policy Context

- Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy** – Approved in 2024, this policy pilots a new approach towards delivering rental housing on up to five City-owned sites. Proposed developments will be secured as 100% rental tenure for the residential portion of the building, advancing the implementation of Council’s Middle Income Housing Initiative. Rezoning applications considered under this policy are exempt from payments and/or provision of amenities pursuant to the City’s Community Amenity Contributions Policy for Rezoning applications, as these projects are expected to provide long-term, broad-based public benefits through generation of non-tax revenues. These ongoing revenue streams may be utilized by Council, through its financial and capital planning processes, to advance City priorities.
- Granville Slopes Policy** – Adopted in 1993, the policy allows for rezoning applications up to a maximum height of 64 m (210 ft.) and maximum density of 4.5 FSR for the subject site.
- Rezoning Policy for Sustainable Large Developments** – Adopted in 2018, amended up to 2025, the policy is applicable to proposals that contain 45,000 sq. m (484,375 sq. ft.) of new development floor area. The intent is to apply best practices and meet targets in the following areas: Sustainable Site Design, Sustainable Food Systems, Green Mobility, Potable Water Management, Groundwater Management, Zero Waste Planning, Affordable Housing. The proposal generally meets the intent of the policy aside from the affordable housing provision, noting that the housing policy contained in the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy* supersedes the housing provisions of this policy.

- **Housing Needs Report:** The Vancouver Charter requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.

## Discussion

### 1. Proposal

The rezoning application proposes a mixed-use development with a 40-storey (west tower) and a 52-storey (east tower) connected with a podium, with 1,089 secured rental units. Commercial uses are proposed along the Pacific Street frontage on the ground level. The proposal includes a floor area of 80,700 sq. m (868,648 sq. ft.) and a building height of 127 m (416 ft.) and 165 m (541 ft.). Vehicle access is proposed from the southwest lane.

### 2. Form of Development

This application proposes two residential towers of 40- and 52-storeys with a four-storey podium and privately owned public open space at the north and west corners. In absence of specific policy guidance on the form of development, staff have analyzed the proposal against the *Granville Slope Policies*, *Solar Access Guidelines for the Downtown Peninsula*, *Bridgehead Guidelines*, and the *Higher Building Policy*. Refer to the Urban Design Summary in Figure 3 below and Urban Design Analysis in Appendix E.

**Figure 2: Proposal view from the southeast**



**Figure 3: Urban Design Analysis Summary**

<b>Issue</b>	<b>Policy</b>	<b>Proposal</b>	<b>Impacts</b>	<b>Outcomes</b>
<b>Height</b>	64 m (210 ft.)	W. Tower: 127 m (416 ft.)  E. Tower: 165m (541 ft.)	Contextual fit  City skyline  Landmark	Heights exceed the established urban development pattern and regulatory expectations in turn diminishing the axial focal point of 1289 Hornby Street (One Burrard Place) as approved and constructed through the <i>Higher Building Policy</i> . This is addressed through Condition 1.6 seeking design development to better establish a recognizable landmark at the entrance into downtown at the Burrard Bridgehead.
<b>Density</b>	4.5 FSR	80,700 sq. m (868,648 sq. ft.) or approx. 11.2 FSR	Bulk / massing  Public realm  Access to daylight and views	Density exceeds existing and anticipated developments in the nearby vicinity, resulting in bulkier buildings that impact both the interface with the public realm as well as access to daylight and views. Urban design conditions approval address improving appearance of bulk and massing.
<b>Podium Form / Massing</b>	3 to 4 storeys	Generally 4 storeys	Public realm  Connectivity  Courtyard	The podium massing generally complies with development expectations. Condition 1.2 seeks design improvements to podium massing to enhance public realm interface, physical and visual connectivity, and courtyard solar access.
<b>Tower Form / Massing</b>	Slim tower proportions	Tower floor plates: W. Tower: 824 sq. m (8,870 sq. ft.) E. Tower: 901 sq. m (9,700 sq. ft.)	Access to daylight and views  Scale and proportions	Towers' floor plates are comparable to other tall towers nearby. However, the double-tower composition and elongated form result in greater impact on public realm and access to daylight and views when seen from key public viewpoints. Condition 1.3 seeks design improvements to overall massing as well as tower scale and proportions.
<b>Setbacks / Tower Separation</b>	24 m (80 ft.) tower separation  30 m (98 ft.) setback from Bridge deck	25.9 m (85 ft.) tower separation  Approximate 3 m (10 ft.) encroachment into setback	Access to daylight and views  Bridgehead experience	The closeness of the two large towers results in greater impact on public realm and access to daylight and views. Condition 1.3 seeks design exploration to enhance the space between two towers. Also, the modest encroachment of the bridge

				deck setback does not unduly compromise the bridgehead views.
<b>Public Realm</b>	Substantial on-site public open space	Open spaces at north and west corners	Downtown and neighbourhood open space network	Corner open spaces are relatively small and provide limited support for public activities. Conditions 1.1 and 1.4 seek design improvements to increase public open spaces and enhance the quality of the public realm interface, contributing meaningfully to the public realm network of downtown and surrounding neighbourhood.

**Urban Design Panel (UDP)** – The application was reviewed by UDP on June 4, 2025 and supported the proposal with recommendations as follows:

- Consideration of more engagement at the laneway;
- Consideration of successful implementation of the Burrard Steps, including wayfinding, accessibility, and the impact on customer retail unit viability;
- Review the requirement of balconies for all units within the context of the indoor and outdoor amenity quantity and quality, including consideration of rooftop amenities;
- Review of the accessibility of the courtyard;
- Confirmation of compliance with the *Higher Building Policy*;
- Further design development of the expression of tower top;
- Further study from the project heading south, including sections through the building;
- Further study of the porosity throughout the project and connection to the neighborhood;
- Recommendation for the project to come back to the UDP at the DP stage.

Refer to the full Panel's [meeting minutes](#). Staff have included rezoning conditions summarised above in Appendix B to respond to the panel's recommendations.

Refer to the rezoning [application booklet](#) for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

### 3. Housing

The *Housing Vancouver Strategy* seeks to deliver a range of housing tenures across the housing continuum. This application, if approved, would add 1,089 rental units to the City's inventory of rental housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 4).

**Figure 4: Progress towards 10 Year Housing Vancouver Targets (2024-2033) for Purpose-Built Rental Housing as of September 30, 2025**

Housing Type	CATEGORY	10-YEAR TARGETS <sup>1, 2</sup>	Units Approved Towards Targets <sup>3</sup>
<b>Purpose-Built Rental Housing Units<sup>3</sup></b>	Market Rental	30,000	12,299 (41%)
	Developer-Owned Below Market Rental	5,500	2,046 (37%)
	Total	35,500	14,345 (40%)

1. New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.

2. Previous targets established in 2017 included 20,000 purpose-built rental, market and below-market combined, with tracking starting in 2017. As of December 31st, 2023, 87% of the previous targets had been reached.

3. Unit numbers exclude the units in this proposal, pending council's approval of this application.

**Vacancy Rates** – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2024, the purpose-built apartment vacancy rate was 1.6% in Vancouver. The vacancy rate (based on Canada Mortgage and Housing Corporation (CMHC) Market Rental Survey) for the Downtown area, which this site is located, is 2.6%. A vacancy rate of between 3% and 5% is considered to represent a balanced market.

**Housing Mix** – The *Family Room: Housing Mix Policy for Rezoning Projects* policy requires a minimum of 35% family units. This application proposes 36% family units in a mix of two-bedroom and three-bedroom units, thereby exceeding the policy. These units must be designed in accordance with the *High-Density Housing for Families with Children Guidelines*. The application as proposed is consistent with the policy and a provision is included in the CD-1 By-law to meet the minimum unit mix requirements.

**Average Rents and Income Thresholds** – Average market rents in newer rental buildings in the Downtown Area are shown in the left columns in Figure 5. The market rental housing will provide options which are significantly more affordable than average home ownership costs as illustrated in Figure 5.

**Security of Tenure** – Purpose-built rental housing offers secure rental tenure. All 1,089 units in the proposal would be secured through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units.

Rent increases during each tenancy are capped at the Residential Tenancy Act annual allowable rental increase. Conditions related to securing the rental tenure of the units are contained in Appendix B.

**Tenants** – The rezoning site does not currently have any existing rental residential uses and there are no eligible tenants as defined under the City's *Tenant Relocation and Protection Policy* (TRPP).

If any eligible tenants are identified through the City's regulatory approvals process, the applicant will be required to provide a Tenant Relocation Plan that meets the City's TRPP.



**Figure 5: Market Rents in Newer Downtown Buildings, Costs of Ownership and Household Income Served**

		Newer Rental Buildings - Downtown		Monthly Costs of Ownership for Median-Priced Apartment – Downtown (with 20% down payment)		
Unit	Proposed Average Unit Size (sq. ft.)	Average Market Rent <sup>1</sup>	Average Household Income Served <sup>3</sup>	Monthly Costs of Ownership <sup>2</sup>	Average Household Income Served <sup>3</sup>	Down-Payment at 20%
Studio	401	\$2,326	\$93,040	\$2,743	\$109,720	\$102,350
1-bed	486	\$2,652	\$106,080	\$3,471	\$138,840	\$131,760
2-bed	756	\$3,807	\$152,280	\$5,242	\$209,680	\$199,800
3-bed	891	\$4,833	\$193,320	\$9,414	\$376,560	\$370,000

<sup>1</sup> Data from the October 2024 CMHC Rental Market Survey for apartments in purpose-built rental buildings completed in the year 2014 or later in Downtown Vancouver

<sup>2</sup>Based on the following assumptions: median of all BC Assessment apartment sales prices in Vancouver Downtown in 2021 by unit type, 20% down-payment, 5% mortgage rate (in-line with Bank of Canada conventional rate), 25-year amortization, \$150-\$250 monthly strata fees and monthly property taxes at \$2.92 per \$1,000 of assessed value (2020 assessments and property tax rate).

<sup>3</sup> Incomes are estimated based on rents or monthly ownership costs at 30% of income.

#### 4. Transportation and Parking

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law.

#### 5. Public Input

Public input primarily included mailed postcards, a site sign, a webpage with a digital model, an online comment form, a question and answer (Q&A) period and an in-person information session. Refer to the application webpage: <https://www.shapeyourcity.ca/1402-1460-burrard-st>.

In total, approximately 150 submissions were received and 127 people attended the in-person information session. Comments supported the new rental housing, the proposed density for the neighbourhood, and new commercial retail space. Concerns included impacts on neighbourhood character, views, traffic and construction. Refer to Appendix D for a full summary of the public input collected and responses to public comments.

#### 6. Public Benefits

Refer to Appendix F for full summary of public benefits.

**Development Cost Levies (DCLs)** – It is expected that the project will pay DCLs of \$28,127,094 based on rates in effect as of December 10, 2025.

**Community Amenity Contributions (CAC)** – Under the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy*, the application is exempt from payments and/or provisions of amenities pursuant to the City's *Community Amenity Contributions Policy for Rezoning*s.

**Public Art** – The public art contribution is estimated to be \$1,719,919 based on the current (2016) rate.

**Other Benefits:**

- 1,089 market rental units, secured for the greater of 60 years and the life of the building; and
- consistent with the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy*, this development will, subject to economic conditions, provide long-term, broad-based public benefits through generation of non-tax revenues.

**Financial Implications**

This project is expected to provide 1,089 rental units, DCLs as well as a public art contribution. Subject to economic conditions, the development of this project is expected to provide long-term, broad-based public benefits through generation of non-tax revenues for the City. See Appendix F for additional details.

**Conclusion**

The proposed land use, form of development and public benefits is generally consistent with applicable policies and the surrounding context. If approved, the proposal would provide 1,089 market rental units. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 by-law in Appendix A subject to conditions contained in Appendix B.

\* \* \* \* \*

**APPENDIX A**  
**1402-1462 Burrard Street, 1401-1451 Hornby Street and 900 Pacific Street**  
**PROPOSED CD-1 BY-LAW PROVISIONS**

Note: A by-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan Amendment**

1. This by-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan attached as Schedule A to this by-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

*[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]*

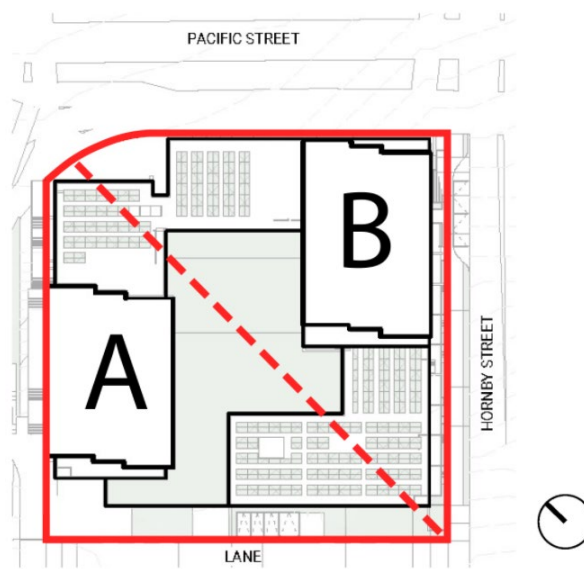
**Designation of CD-1 District**

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 (\_\_\_).

**Sub-areas**

3. The site is to consist of two sub-areas generally as illustrated in Figure 1, solely for the purposes of establishing the maximum permitted building height for each sub-area.

**Figure 1: Sub-areas**



**Uses**

4. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted in this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
- (a) Cultural and Recreational Uses;
  - (b) Dwelling Uses, limited to Mixed-Use Residential Building;
  - (c) Institutional Uses;
  - (d) Office Uses;
  - (e) Retail Uses;
  - (f) Service Uses;
  - (g) Utility and Communication Uses; and
  - (h) Accessory Uses customarily ancillary to the above use.

**Conditions of Use**

- 5.1 The design and layout of at least 35% of the total number of dwelling units must:
- (a) be suitable for family housing; and
  - (b) have 2 or more bedrooms.
- 5.2 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:
- (a) display of flowers, plants, fruits and vegetables in combination with a permitted use;
  - (b) farmers' market;
  - (c) neighbourhood public house;
  - (d) public bike share; and
  - (e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise,

the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

### **Floor Area and Density**

- 6.1 The total floor area permitted for all uses must not exceed 80,700 m<sup>2</sup>.
- 6.2 The total floor area for commercial uses must be a minimum 1,200 m<sup>2</sup>.
- 6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.
- 6.4 Computation of floor area must exclude:
  - (a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:
    - (i) the total area of these exclusions must not exceed 12% of the permitted floor area, and
    - (ii) the balconies must not be enclosed for the life of the building;
  - (b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;
  - (c) floors or portions thereof that are used for:
    - (i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length,
    - (ii) bicycle storage, and
    - (iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;
  - (d) entries, porches and verandahs if the Director of Planning first approves the design;
  - (e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m<sup>2</sup> per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit; and
  - (f) all storage area below base surface for non-dwelling uses.
- 6.5 The Director of Planning or Development Permit Board may exclude:
  - (a) common amenity areas from the computation of floor area, to a maximum of 10% of the total permitted floor area; and

- (b) unenclosed outdoor areas underneath the building overhangs, except that such areas must remain unenclosed for the life of the building,

if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

## **Building Height**

- 7.1 Building height in each sub-area must not exceed the permitted height for that sub-area, as set out in Table 1.

**Table 1: Permitted Building Height**

<b>Sub-area</b>	<b>Building Height</b>
A	127 m
B	165 m

- 7.2 Despite section 7.1 of this by-law and building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of Planning considers similar to the foregoing, to exceed the maximum building height.

## **Access to Natural Light**

- 8.1 Each habitable room must have at least 1 window on an exterior wall of a building.
- 8.2 For the purposes of section 8.1 above, habitable room means any room except a bathroom or a kitchen.

\* \* \* \* \*

## **APPENDIX B CONDITIONS OF APPROVAL**

*Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.*

### **PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT**

*Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by prepared by Diamond Schmidt Architects, received December 3, 2024, and resubmission plans received May 14, 2025.*

THAT, prior to approval of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board who shall have particular regard to the following:

#### **Urban Design**

- 1.1 Design development to provide approximately 800 sq. m of programable publicly accessible on-site open space.

Note to Applicant: The intent of this condition is to contribute to the public realm and leverage the site's unique location and configuration to create open spaces that contribute to downtown network of green and open space, consistent with expectations of the *Higher Building Policy*. This may be achieved by:

- (a) Providing a primary public plaza at north corner, approximately 500 sq. m in area, which serves both as a buffer from the intersection traffic and as useable space for things such as café seating, small public gatherings and landscaping or creative placemaking elements;
- (b) Providing an open space at west corner to support the provision of the Burrard Steps and related active ground floor uses; and
- (c) Consideration for open space at the south corner to complement neighbourhood public realm and enhance the relationship with the May & Lorne Brown Park.

Note to Applicant: Public use and access is sought through a statutory right-of-way (SRW) per Condition 2.10.

- 1.2 Design development to provide a more physically and visually open podium massing.

Note to Applicant: The intent of this condition is to enhance the public realm interface and site connectivity, as well as improve courtyard solar access. This may be achieved through the following potential design explorations:

- (a) Break up the north corner to enhance the interface with the adjacent open space; and

- (b) Flip the massing break from west to south corner to allow for better solar access to the courtyard.

1.3 Design development to reduce the apparent bulk and massing of the towers.

Note to Applicant: The intent of this condition is to further design development at Development Permit stage to improve impacts on nearby open spaces and the public realm with respect to access to natural light, air, and views. This may be achieved through the following potential design explorations:

- (a) Reduce perceived north-south length of the towers;
- (b) Sculpt the tower top to lighten the visual mass and enhance skyline profile;
- (c) Articulate the tower corners to reduce the perceived bulk and enhance the space in between;
- (d) Consider strategic setbacks to help taper the vertical massing; and
- (e) Consider further shifting the massing of the west tower toward the southwest to open up the bridgehead view and increase the separation between the proposed two towers.

1.4 Design development to deliver generous and high-quality public realm with active and engaging building interface.

Note to Applicant: The intent is to ensure the development makes a meaningful contribution to the downtown network of green and open space, as well as complements the neighbourhood pedestrian environment. This involves improvements in the following focus areas.

- (a) Provide an inviting, engaging, and accessible public space that serve broader community and enhance the connection to the Seawall. This may be achieved by:
  - (i) Integrating the north and west corner open spaces, the Burrard Steps, and the public arcade into one unified public open space.
  - (ii) Providing inviting connection from the north plaza to the Burrard Steps;
  - (iii) Minimizing the steps and ramps at the west corner plaza to ease the access and minimize guardrails;
  - (iv) Improving the attractiveness and wayfinding of the public arcade;
  - (v) Strengthening the architectural expression of the facade to address visual interest and pedestrian experience; and
  - (vi) Considering connecting the residential elevator lobbies and the courtyard with the Burrard Steps at multiple levels to enhance its usability.



- (b) Create an active commercial interface along Pacific Street by:
    - (i) Locating commercial entries flush with the adjacent sidewalk, and accommodating potential small-scale businesses; and
    - (ii) Minimizing the impacts of the bike parking and parkade venting on the pedestrians' movement and comfort.
  - (c) Provide a comfortable building entry at the corner of Pacific Street and Hornby Street by incorporating an accessible entryway, appropriately scaled canopy, and friendly landscape treatments.
  - (d) Strengthen the neighbourhood character of the residential public realm interface along Hornby Street by:
    - (i) Stepping down the ground-level unit entries along Hornby Street to approximately one meter above adjacent sidewalks;
    - (ii) Incorporating strong vertical articulation to reinforce the rowhouse-like streetscape; and
    - (iii) Promoting visual interest and support natural surveillance ("eyes on the street").
  - (e) Consider a vibrant open space at the south corner, including:
    - (i) Physical or visual connections to the courtyard;
    - (ii) Active uses on the ground floor with transparent, fine-grained frontages; and
    - (iii) Public realm amenities that encourage informal gathering.
  - (f) Provide a more pedestrian friendly lane interface by:
    - (i) Considering locating bicycle storage rooms off the lane to better activate the lane; and
    - (ii) Mitigating the visual impact of large blank walls through fenestrations, wall reliefs, landscape screens, or public art.
  - (g) Wind studies for this scale of development are highly encouraged to aid the design team in minimizing adverse microclimate effects on pedestrian comfort.
- 1.5 Design development to improve the livability and sociability of the building.
- (a) Enhance the courtyard interface with the building. This may be achieved through the following design considerations:
    - (i) Relocate bike storage into below-grade space rather than interfacing with open space and create a larger courtyard;

- (ii) Design the ground floors with amenity uses and other active uses to better activate the courtyard; and
  - (iii) Provide connections between courtyard and entrance lobbies and circulations to enhance connectivity and social interaction.
- (b) Provide functional and appropriately sized, co-located indoor and outdoor amenity spaces.

Note to Applicant: Recommended standard area per dwelling unit is minimum 1.2 sq. m for common indoor amenity and minimum 2.0 sq. m for common outdoor amenity spaces.

- (c) Improve the livability of dwelling units.

- (i) Provide adequate private open space for all dwelling units; and

Note to Applicant: Refer to *High-Density Housing for Families with Children Guidelines* and Zoning and Development Bylaw. Each private open space should have a minimum depth of 1.8 m (6 ft.) and a minimum area of 4.5 sq. m (48 sq. ft.). A Juliet balcony or full-height sliding windows can be considered for studio and 1-bedroom units, provided a minimum of 4.5 sq. m (48 sq. ft.) of additional common outdoor amenity space is provided for each unit that does not have private outdoor space.

- (ii) Ensure the window configuration is functional for the interior spaces, providing adequate daylight access and supporting furniture layouts.

#### 1.6 Design development to achieve creativity and excellence in building form and architectural expression.

Note to Applicant: The intent is to establish a new, recognizable landmark at the Burrard Bridgehead, enhance the beauty and visual power of the city skyline, and contribute to both distant and near views. Recommended design strategies include, but are not limited to:

- (a) Strengthen the building's distinctive identity while respecting the contextual building form.
- (b) Respond thoughtfully to the neighbourhood character and site attributes.
- (c) Ensure a cohesive façade composition, with careful attention to the scale, proportion, rhythm, and balance of the building's elements, including grids and modules, windows and walls, projections and recesses, materials and colours.
- (d) Encourage an enlivened appearance, and avoid overly flat, repetitive façades.
- (e) Employ high-quality, durable materials with carefully articulated detailing; and
- (f) Integrate passive heating and cooling strategies and design features.

## Landscape

- 1.7 Design development to demonstrate clear and effective strategies for delivering a high-quality public realm through the following:

- (a) North Corner Plaza – provide activation of the plaza using design features including tree planting and greenspace, special paving treatments, public seating, lighting, weather protection and a drinking fountain near the steps.;
- (b) Burrard Steps – provide design features that support the primary function as a pedestrian connection. Design features should include pedestrian lighting, planting if feasible and seating on landings;

Note to Applicant: The design should prioritize a safe, welcoming, and comfortable experience that improves pedestrian connectivity from the north bridgehead down to Beach Avenue. Final design to be coordinated with Engineering.

- (c) Hornby Street – improve the public realm interface at Hornby Street by reducing the height, extent and visual impact of the proposed retaining walls by terracing planters and providing public seating at the edge, as well as using high-quality and visually interesting treatments and materials and/or screening walls with vegetation where appropriate;

Note to Applicant: Planted buffers should not significantly reduce otherwise contiguous planted areas with trees or vegetated screening for residential yards.

- (d) Accessibility – provide a detailed accessibility strategy, including wayfinding and signage elements, with a Development Permit application.

Note to Applicant: Demonstrate that accessibility is prioritized throughout the public realm design and incorporates a clear, intuitive and well marked pedestrian experience, particularly when navigating between different levels. Consider presenting the DP application to the Persons with Disabilities Advisory Committee for feedback.

- 1.8 Design development to provide additional parkade setbacks to the greatest extent feasible to contribute to the City's *Urban Forest Strategy* goals by providing on-site tree planting in the ground (off structure).

Note to Applicant: Potential locations include the north corner plaza, near Burrard Street at the lane or near Hornby Street at the lane.

- 1.9 Design development of the internal courtyard to enhance the primary function of this space serving as a common amenity for residents, including:

- (a) Providing a variety of programmed spaces to support the diverse needs of the people who live here including play, seating, and generous tree planting and planted areas;

- (b) Private residential patios or retail patios may buffer the edges of this common space but should be clearly defined;
  - (c) Minimizing grade changes to improve universal accessibility and sightlines within the courtyard. Through circulation should not be prioritized over programmed open spaces.
- 1.10 Provision of the following detailed drawings and documents at time of Development Permit application (in addition to what is outlined in the DP checklist):
- (a) Grading Plan: Include critical elevations (walls, stairs, ramps, etc.), building grades at property lines, slopes and FFEs;
  - (b) Tree canopy and vegetative coverage: area-take offs for planted areas, soil depths and calculations (refer to Sustainable Large Developments policy and bulletin);
  - (c) Revised Tree Management Plan and arborist report: updated to clearly indicate property lines, dedications, SRWs, proposed development, extent of above and below grade structures and tree retention strategy. Update the inventory table with categorization of on-site and city-owned trees based on new dedications and any removal of existing SRWs or new SRWs; and
  - (d) Landscape cross-sections: through common open spaces and at ground level from building face to roadway at each property line (minimum scale: 1/8 inch = 1 foot). Prioritize providing sections with complex grading.

## Sustainability

- 1.11 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended July 25, 2023) located here <https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf>

Note to Applicant: Refer to the most recent bulletin Green Buildings Policy for Rezoning  
– Process and Requirements.

## Housing

- 1.12 The proposed unit mix, including 117 studio units (11%), 570 one-bedroom units (52%), 297 two-bedroom units (27%) and 105 three-bedroom units (10%) is to be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% of the market rental units designed to be suitable for families with children.

- 1.13 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:
- (a) An outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);

- (b) A minimum of 2.3 sq. m (25 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
- (c) a multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
- (d) a balcony for each unit with 1.8 m by 2.7 m minimum dimensions (S. 4.3.2).

**Note to Applicant:**

- (a) The guidelines prescribe a set of performance criteria for common indoor and outdoor amenity spaces to sufficiently contribute towards livability. If a ratio of minimum 2.0 sq. m (22 sq. ft.) per dwelling unit for outdoor amenity space, and at least 1.4 sq. m (15 sq. ft.) per unit for indoor amenity space, is provided, staff will consider those performance criteria to have been met.
- (b) Bulk storage should be designed in accordance with the Bulk Storage and In-suite Storage – Multiple Dwelling Residential Developments Bulletin.

## **Social Policy - Food Assets**

- 1.14 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the Rezoning Policy for Sustainable Large Developments.

Note to Applicant: The applicant has proposed the development to provide edible landscaping, urban agriculture space, and a community food market. The Applicant is encouraged to discuss revisions with Social Policy staff ([foodpolicy@vancouver.ca](mailto:foodpolicy@vancouver.ca)) prior to development permit submission.

- 1.15 Design development to include sufficient allocation of edible landscaping throughout the site consistent with the City's Sustainable Large Developments Administrative Bulletin and Urban Agriculture Guidelines for the Private Realm.

Note to Applicant: Improved drawings detailing the proportion and location of edible landscaping will be needed at DP for staff assessment.

- 1.16 Design development to include urban agriculture space and support facilities consistent with the City's Sustainable Large Developments Administrative Bulletin and Urban Agriculture Guidelines for the Private Realm, or any other applicable policy at the time of development permit, including criteria related to siting and access, and the number, size and design of the plots.

Note to Applicant: The project should provide a minimum of approx. 744 sq. m of urban agricultural space; however, only 392 sq. m of agricultural space is provided. Staff are amenable to this proposal recognising space constraints and the net total urban agriculture space that's being provided. The Applicant should note the following at DP submission:

- (a) Support facilities should be provided in all areas that urban agriculture and garden plots are proposed to ensure those areas can be adequately activated and maintained (e.g., access to tool storage, water, compost). Drawings should indicate the location of support facilities at DP.

- (b) Confirm that 10-20% of plots will incorporate enhanced accessibility features to accommodate gardeners who have limited mobility.
- (c) A solar study should be prepared at DP to demonstrate that agricultural areas receive adequate solar exposure for growing vegetables (e.g., approximately six hours of sunlight in the summer). Based on the current shadow studies, staff suspect some agricultural areas may not receive adequate solar exposure for growing vegetables (e.g., planters on the northern podium).
- (d) Staff are amenable to relocating and reorienting urban agricultural spaces to optimize growing space and participation. For example, if there are portions of urban agriculture that do not receive enough sunlight, those spaces could be switched with edible landscaping allocations that receive more sunlight. The Applicant could also consider consolidating plot spaces to enable more efficient layouts that support greater participation with urban agriculture activities.

#### 1.17 Provide a third food asset.

Note to Applicant: The proposed siting of the community food market is not supported by Engineering and the Parking Bylaw. Based on conversations with the Applicant, it's unlikely a community food market will fit on the property. As such, the Applicant could consider the following at Development Permit:

- (a) The proposed urban agriculture is of significant scale, provided that appropriate supporting infrastructure (e.g., greenhouses, compost, storage, etc.) can be delivered and a solar study can demonstrate it receives enough sunlight for vegetable growing. As such, it could be considered two food assets if there are modifications to bolster its impact (e.g., the Applicant could enter into a community use agreement (CUA) that could enable an operator to program some of the space).
- (b) Provide an off-site food asset. While on-site food assets are preferred, staff can discuss this option further. Contributions could include, but not limited to:
  - (i) partnering with a non-profit to support activation of a food asset
  - (ii) funding or in-kind contributions for a local non-profit to support food programming or infrastructure improvements to expand the organization's impact, or
  - (iii) contributions toward City-owned food assets.
- (c) Staff are open to collaborating on other potential food assets ideas or revisiting the community food market should conditions change that would allow for it.

## Engineering

#### 1.18 The developer is responsible for exercising due diligence to avoid damage to any unrecorded archaeological sites, which are still protected under the Heritage Conservation Act (HCA).

Note to Applicant: The land onsite and adjacent to the site are within or near an archeologically sensitive area.

All archaeological sites, whether on Provincial Crown or private land, and regardless of condition, are protected by the HCA. HCA-protected archaeological sites or objects cannot be disturbed or altered without a permit issued by the Archaeology Branch (Ministry of Forests, Lands Natural Resource Operations and Rural Development).

Archeological review/studies will be required prior to construction on public land.

[https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/96187\\_01#section2](https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/96187_01#section2)

- 1.19 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to Building Permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the Building Permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to Occupancy Permit issuance. Please contact Engineering Services at [shoringreview@vancouver.ca](mailto:shoringreview@vancouver.ca) for details.

<https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation>

- 1.20 The owner or representative is to contact Engineering Services at [StreetUseReview@vancouver.ca](mailto:StreetUseReview@vancouver.ca) to acquire the project's permissible street use after Building Permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation and construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx>

- 1.21 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.22 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.
- 1.23 Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation if vehicle access to the site cannot be relocated.

Note to Applicant: Vehicle access to the site must be unobstructed. Pole relocation proposals must include submitted letters from the appropriate public utility companies confirming that relocation is possible.

- 1.24 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services as presented in the [Garbage and Recycling Storage Amenity Design Supplement](#).

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

<https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf>

- 1.25 Provision of waste minimization and waste diversion as per the *Rezoning Policy for Sustainable Large Developments*, including but not limited to:

- (a) Post Occupancy Plan Implementation Report Plan (F.3.4 of the Rezoning Policy for Sustainable Large Developments).

Not to Applicant: The applicant must acknowledge intent to provide a Plan Implementation Report post-occupancy, with details regarding who will be responsible for submitting. Prior to DP issuance the applicant must agree to the terms and conditions set out in the Solid Waste Reporting Covenant. The report is to be provided within 18 months of occupancy. The applicant may send this report to the City of Vancouver Solid Waste Services Branch at [reduce.waste@vancouver.ca](mailto:reduce.waste@vancouver.ca).

- (b) Solid waste storage amenity should be located at grade (ground level) and adjacent to the area where collection vehicles are allowed access to the amenity. If at grade amenity is not permissible, the amenity should be placed no more than one level down from grade. They must be designed to ensure all waste collection day activities occur on-site, as opposed to placing bins onto City property for collection.
- (c) Separate waste rooms should be provided for each individual building use (residential and commercial).
- (d) Clearly indicate bin staging area for receptacles from the smaller "Waste/Recycling Room".

- 1.26 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

- (a) display of the following note(s):
- (i) "This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and



related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details."

- (ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at [pbdevelopment.trees@vancouver.ca](mailto:pbdevelopment.trees@vancouver.ca) for inspection after tree planting completion".
- (iii) "Off-site assets are to be constructed to the satisfaction of the General Manager of Engineering Services and as per the approved City geometric design, with the final design and location to be determined once the City geometric is received."

Note to Applicant: Drawings submitted as part of the Development Permit application will be preliminary with appropriate placeholders, and the final off-site geometric design will be provided by the City of Vancouver. An Engineering Project Coordinator will engage the Developer to facilitate the delivery of any City design after Development Permit issuance.

(b) Existing locations of:

- (i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."

- (ii) Poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) All proposed streetscape materials on City property to be City standard materials.

Note to Applicant: deviations from the standard streetscape materials must be justified in a report and approved by City prior to the DP application. Encroachment agreements may be required for non-standard streetscape materials on City property.

- (d) Streetscape designed in compliance with 'Granville Slopes' Streetscape Design Guidelines.

Note to Applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at <https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx> and are to be used alongside the City design guidelines and construction standards.

- 1.27 Provision of a Bridge/Structure Monitoring Plan, to the satisfaction of the General Manager of Engineering Services, with the requirement that the Monitoring Plan must:
- (a) Be owned and executed by the proponent and accepted by the City.
  - (b) Be developed and managed by a professional engineer registered in good standing in the province of BC.
  - (c) Develop ground movement/displacement predictions resulting from the shoring and excavation operations and related works. Predictions are to be developed by the geotechnical engineer.
  - (d) Establish acceptable bridge and wall movement (displacements and rotations) thresholds and stop work movement thresholds as determined through analysis by a qualified bridge and/or structural engineer. The engineer is to assess the movement induced stresses, resulting force levels and impacts to the bridge health and/or bridge stability. An engineering memo/report to be submitted summarizing the analysis and the recommended movement thresholds.
  - (e) Provide baseline measurements prior to the commencement of excavation to comfortably rule out any background noise or false positives. It is suggested that a minimum of 2 weeks of data be collected prior to the commencement of site preparation activities.
  - (f) Record any movement the bridge and wall experiences during excavation and backfilling operations.
  - (g) Include a plan showing the locations of the monitoring stations. Each monitoring station shall be individually labelled. Survey control points shall also be labeled. The survey control points and methodology will need to be reviewed and accepted by the City Surveyor.
  - (h) Include action plans or mitigation measures for each movement threshold limit with clearly defined roles and responsibilities for the designated parties. A minimum of three threshold limits are required, for example Green – “all is fine”, Amber – “increased monitoring and/or mitigation required”, and Red – “stop work”. It is expected that a stop work procedure, a bridge and wall closure plan, a communications plan, and a start work procedure are included as part of the plan.
  - (i) Provide the City with timely and ongoing reporting throughout the duration of the excavation and backfilling operations. The reporting shall be completed by the professional of record for the monitoring strategy/plan. The reporting frequency

shall be as determined by the plan. Reports shall include an executive summary front page that summarizes recorded movements (current and in aggregate), assesses the movements and their impacts to the structure, describes any remedial actions performed, makes recommendations for remedial actions. The body of the report shall include survey data, survey data interpretation, basis, and rationale for any mitigation remedial actions and/or recommendations.

- (j) Provide excavation and shoring plan(s) along with design details, and background geotechnical reports.
- (k) Include written consent from the owner that designates and empowers the professional of record to execute the plan.
- (l) Review and provide for appropriate levels of insurance.
- (m) Be compiled in one document prior to commencing work and amended and resubmitted upon completion of the works to include all monitoring reports, record drawings, and records of remedial actions taken.

Note to Applicant: The purpose of the monitoring plan is to protect public safety, and to protect the long-term health of the structure adjacent to excavation works ("works").

Submitted engineering documents are to be signed and sealed.

Should mitigation measures be required that result in any repairs or alterations to City infrastructure, a servicing agreement or legal instrument will be required to the satisfaction of Legal Services in consultation with the General Manager of Engineering Services. Deposits or other forms of security may be required.

A refundable deposit of \$10,000 is required to facilitate an independent peer review of the plan.

- 1.28 Provision of updated architectural and landscape plans to reflect the Public Bike Share (PBS) space in compliance with the [Design Standards for Public Bike Share](#) to the satisfaction of the General Manager of Engineering Services, including:
- (a) Relocate all utilities (i.e. vents, drains, access points etc.) outside of the station footprint and provide an uninterrupted broom finished saw-cut concrete surface;
  - (b) Maximum 3% cross-slope and 5% grade along the length of the station;
- Note to Applicant: Provide spot elevations at the four corners of the PBS space.
- (c) Minimum 5.0 m (16.4 ft) vertical clearance; and
  - (d) Show and label the location of the on-site electrical connection to the station;

- 1.29 Parking, loading, bicycle, and passenger loading space quantities must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

- 1.30 Provision of vehicle spaces, per [Parking By-law Section 4](#) and the [Design Supplement](#), including:
- (a) Maximum 0.15 m (0.5 ft.) column encroachment into vehicle spaces; and
  - (b) Removal of column encroachments for single stall spaces with columns on both sides;
- 1.31 Provision of bicycle spaces, per [Parking By-law Section 6](#), including:
- (a) Minimum 1.2 m (4 ft.) wide access route(s) between the spaces and the outside;
- 1.32 Provision of passenger space(s), per [Parking By-law Section 7](#) and the [Design Supplement](#), including:
- (a) Convenient, internal, stair-free access to/from site uses;
- 1.33 Provision of the following general revision to the architectural plans, including:
- (a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;
  - (b) Dimensions of columns and column encroachments into parking spaces;
  - (c) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions;
  - (d) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances; and
  - (e) Provide grid lines on the parking level drawings for reference.
  - (f) Add site dimensions to drawings and ensure the site dimensions are based on survey plans and reflect the road dedication.
- 1.34 Provision of a Final Hydrological Study, to the satisfaction of the General Manager of Engineering Services and the Director of Planning, which addresses the requirements outlined in the Groundwater Management Bulletin, including but not limited to:
- (a) Construction-related and permanent groundwater management, including quantitative estimates (in litres per minute) of anticipated construction and permanent (post-construction) groundwater discharge rates for City approval;
- Note to Applicant: The Final Hydrogeological Report should include details on the recommended future work, as described in Section 7.0 of the Preliminary Hydrogeological Investigation Report (dated March 7, 2025); and
- (b) An updated Impact Assessment to confirm that there are no significant risks from groundwater extraction/diversion.

Note to Applicant: A revised version of the Groundwater Management Bulletin was released on November 1, 2024. All RZ and DP applications for developments with 1 or more levels of below-ground structure (but excluding lower density residential buildings with 8 or fewer units) located in an area of concern for groundwater will have to meet the requirements of the revised Bulletin. Further information on requirements can be found here: <https://guidelines.vancouver.ca/bulletins/bulletin-groundwater-management.pdf>

Every effort shall be made to prevent or limit the long-term discharge of groundwater to the sewer system. The City shall be notified immediately of any changes that may be material to the City's review of the submitted final hydrogeological study (e.g. if the proposed excavation depth increases). Email the City at [groundwater@vancouver.ca](mailto:groundwater@vancouver.ca).

The Construction-related discharge to the sewer must be measured, and reported to the City prior to the Building Permit (BP) for shoring/excavation is issued. This monitoring must include daily average flow rates, and be submitted monthly to [groundwater@vancouver.ca](mailto:groundwater@vancouver.ca). In order to proceed with the BP, please provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to [groundwater@vancouver.ca](mailto:groundwater@vancouver.ca).

- 1.35 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:
- (a) Abandonment or removal of all existing storm, sanitary, and combined connections to the development site.
  - (b) Abandonment or removal of all existing storm, sanitary, and combined sewer mains that are no longer in use due to the development of the site, including:
    - (i) Decommission existing 200mm SAN main along L/NW of Hornby Street from MH403719 fronting 1402 Burrard Street to MH397109 fronting 901 Beach Avenue.
    - (ii) Decommission existing 200mm STM main along L/NW of Hornby Street from MH403720 fronting 1402 Burrard Street to MH 403710 fronting 901 Beach Avenue.
    - (iii) Decommission existing 150mm-200mm SAN main along Burrard Street and L/N of Beach Avenue from MH1531146 fronting 1430 Burrard Street to proposed 1451 Hornby Street development site service connections as required along L/N of Beach Avenue.
    - (iv) Decommission existing 200mm-375mm STM main along L/N of Beach Avenue from MH408309 fronting 901 Beach Avenue to proposed 1451 Hornby Street development site service connections as required along L/N of Beach Avenue.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

The scope of these sewer abandonment and removal works are approximate and subject to detailed design by Developer's Engineer. Developer's Engineer to verify

suitability of sewer abandonment & removal scope and confirm via CCTV inspection no active services prior to sewer main abandonment/removal

- 1.36 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: Statutory Right of Way CA2867492 is on title and grants BC Hydro the rights to access, install, maintain and repair certain works required within the SRW area. Delete any structures proposed within the right of way area; or make arrangements with the utility company for possible discharge or modification of the right of way.

BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

- 1.37 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

- (a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and
- (b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the Building Permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case-by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

<https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>

- 1.38 Show all City supplied building grades (BGs) and entranceway design elevations (DEs) on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

For more information, please contact Engineering, Streets Design Branch at [building.grades@vancouver.ca](mailto:building.grades@vancouver.ca) or call 604-871-6373.

<https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx>.

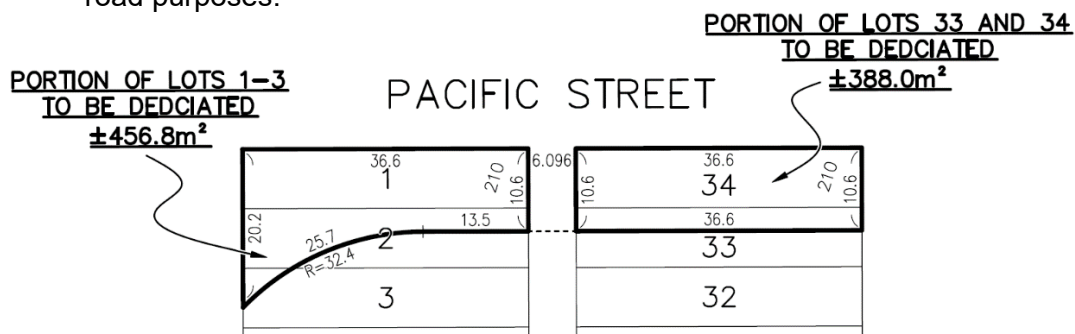
City Issued Building Grades are valid up 5 years after issued date. After 5 years, Building Grades must be re-validated with additional review fees (see above link).

## PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

- 2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Approving Officer for:
- (a) The closing of, stopping up and conveying to the owner the required portion of the lane west of Hornby Street, south from Pacific Street, subsequent to Council approval; and the relocation or decommissioning of any utilities within this area;
  - (b) Consolidation of the closed portion of lane, and Lots 1 to 5, the North 1/3 and the South 2/3 of Lot 6, the North 2/3 of Lot 7, Amended Lot 8 (See 60358L), Lots 9 to 12, and Lots 23 to 34, all of Block 120, District Lot 541, Plan 210A to form a single development parcel, and dedication, as shown in the diagram below, for road purposes:



Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:

<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>



- 2.2 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of an Easement and Indemnity Agreement F64651 (encroachment), prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition for zoning enactment.

- 2.3 Provision of a bridge proximity agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, acknowledging that the development is in close proximity to the bridge and is aware of bridge related environmental conditions/nuisances such as noise, debris, wildlife, maintenance requirements, traffic, etc.

Note to Applicant: Specific area of interest is the City Bridge North Approach, including the abutment, stairs, and retaining walls.

A minimum of 4 m wide setback shall be taken from the drip line of the City Bridge. Access to the City Bridge North Approach along Burrard Street must be maintained in a similar level of performance to what exists today, including the existing abutment, stairs, and remaining retaining walls along Burrard Street. There can be no permanent installations within the 4 m setback requirement (no permanent fixtures including landscaping features such as trees, tree canopies, or vegetation may encroach on this clearance setback) to maintain access for future maintenance and inspection of the City Bridge.

- 2.4 Provision of a support agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for any walls, bulkheads, structures that are located on private property that provide continuous support (vertical, lateral, etc.) to civic structure or infrastructure. Those structures are to be maintained by the private land owner and are to be kept in a satisfactory condition such that support is maintained.

Note to Applicant: Specific area of interest is the City Bridge North Approach, including the abutment, stairs, and retaining walls.

- 2.5 Provision of a statutory right-of-way (SRW) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for pedestrian access and use of portions of the stairways and landings located on private property along the northwest frontage (the proposed Burrard Steps).

Note to Applicant: This SRW applies to portions of the proposed 'Burrard Steps' which are located on private property but may accommodate building structures below grade.

- 2.6 Provision of a statutory right-of-way (SRW) agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, to provide a (16.0 m (52 ft.) by 4.0 m (13 ft.)) Public Bike Share Station on private property at the intersection of Pacific Street and Hornby Street;

- 2.7 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services as necessary for access to potential future Sewer



Operations maintenance work of the existing 750mm Storm Sewer Main along Burrard Street, including:

- (a) Access for inspection, maintenance and/or future replacement to existing City-owned utility assets located in the proximity of the proposed Burrard Steps, such as but not exclusive to:
  - (i) Access to the existing City-owned utility assets without permission from property owners or others associated with the stairway;
  - (ii) Removal and alterations to the stairway to access and conduct repair and maintenance work of existing City-owned utility assets, at the cost of the stairway owner and/or owners; and
  - (iii) Stairway to not encroach on any existing City-owned maintenance holes.

Note to Applicant: The section of existing 750mm Storm Main is in proximity and encroached by the proposed stairway which must be CCTV inspected after all excavation shoring wall anchor rods have been installed and before the stairs are installed. Satisfactory CCTV inspection report to be provided to City of Vancouver Engineering ensuring that no damage to the existing 750mm Storm Main has occurred during wall anchor installation.

- 2.8 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.9, the Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>.

- (a) Provision of adequate water service to meet the domestic and fire flow demands of the project.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Aplin & Martin Consultants Ltd. dated November 22, 2024, no water main upgrades are required to service the development.

The main servicing the proposed development is 200 mm on Hornby Street and 300 mm on Pacific Street. Should the development require water service connections larger than servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading. The maximum water service connection size is 300 mm.

Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

As per the City of Vancouver Building By-law, the principal entrance must be within 90 m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project and to maintain acceptable sewer flow conditions, implementation of development(s) at 1402-1460 Burrard Street, 900 Pacific Street and 1401-1451 Hornby Street, require:
  - (i) Off-site servicing upgrade:
    - i. Upsize 29.57 m of existing 250 mm SAN to 375 mm SAN on Hornby Street from MH\_397113 fronting 901 Beach Avenue to MH\_397115 fronting 901 Beach Avenue.
    - ii. Upsize 17.98 m of existing 375 mm SAN to 525 mm SAN on Hornby Street from MH\_397115 fronting 901 Beach Avenue to MH\_402975 at the intersection of Hornby Street & Beach Avenue.

Note to Applicant: These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

The lengths and diameters of these improvements are approximate and subject to detailed design by the Developer's Engineer.

Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including Issued for Construction (IFC) drawings are required to be reviewed and accepted by the City Engineer prior to building permit issuance.

Development to be serviced to the existing location of 375mm STM and 200mm SAN sewers in Lane north of Beach Avenue.

The required sewer upgrades on public land are located in or near an archeologically sensitive area. Archeological review/studies will be required prior to construction.

The City of Vancouver Council has approved a Vancouver Building Bylaw change that will go into effect on January 1st, 2026. The onsite rainwater release rate requirement has been changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will

also be specified. This site will be required to comply with these requirements. More information is available at [vancouver.ca/rainwater](http://vancouver.ca/rainwater).

- (c) Provision of modifications to the existing city bridge infrastructure to be designed and constructed by a qualified bridge engineer to complete all required analysis, design, and quality assurance for the work, including but not limited to:
  - (i) The existing retaining wall and vehicle containment barrier along Burrard Street (running North-South).

Note to Applicant: The proposed modification(s) to existing City Bridge infrastructure must follow relevant standards, including the TAC Geometric Design Guidelines and S6 Bridge Code for requirements on the placement and design of the vehicle containment barrier.

- (d) Street improvements between Burrard Bridge and subject site and appropriate transitions, including the following:
  - (i) Cast in place concrete steps
  - (ii) Cast in place concrete seat walls

Note to Applicant: The proposed bolted on benches and wood tops should be replaced with CIP Concrete seat walls to ensure longevity and ability for maintenance and replacement. The proposed horticulture would have to be removed or simplified to accommodate.

Engineering Services will provide a geometric design for all street improvements, and design guidelines, including the Burrard Steps located within the city right-of-way. The design may include but not be limited to detailed specifications pertaining to building code requirements, railings, surface treatments and finishes, lighting, public realm design elements, relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design. These design guidelines shall be coordinated with City Engineering to ensure consistency with City design standards, public realm objectives, and safety requirements.

- (e) Provision of street improvements with appropriate transitions, along Pacific Street adjacent to the site, including:
  - (i) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;
- (f) Provision of street improvements with appropriate transitions, along Hornby Street adjacent to the site, including:
  - (i) Minimum 1.2 m wide front boulevard;
  - (ii) Minimum 2.4 m wide broom finish saw-cut concrete sidewalk; and
  - (iii) Removal of the existing driveway crossings and reconstruction of the curb and gutter;

- (g) Street improvements, and appropriate transitions, along Burrard Street adjacent to the site, including:
- (i) Minimum 1.2 m wide front boulevard;
  - (ii) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;
  - (iii) Curb ramp; and
  - (iv) Curb and gutter, and road reconstruction as required to accommodate the curb and gutter;

Note to Applicant: Road reconstruction on Burrard Street to meet City “Higher-Zoned” arterial standards.

- (h) Provision of street improvements with appropriate transitions, along the lane west of Pacific Street, adjacent to the site, including:

- (i) full depth pavement reconstruction;

Note to Applicant: Lane reconstruction to meet City “Higher-Zoned Lane” standards.

- (ii) new standard concrete lane crossing, with new lane returns and ramps on both sides, at the lane entrance on Burrard Street and Hornby Street.

- (i) Provision of improvements at the intersection of Hornby Street & Pacific Street including:

- (i) Minor signal modifications to the existing traffic signal to increase the length of NB thru movements during the AM peak hour.

- (j) Provision of improvements at the intersection of Howe Street and Pacific Street including:

- (i) Upgrades to the existing traffic signal including bike heads and signal modifications to create a protected Eastbound phase for right-turn movements. This will involve additional signal infrastructure and associated works which the applicant will be responsible for enabling.

Note to Applicant: These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

- (k) Provision of a two new benches to be installed at 1400 block of Burrard Street at the bottom of the staircase.

Note to applicant: Bench model to be (‘Plainwell’, 72” long, wood slats, black metal, supplied by Landscape Forms / ‘Scarborough’, 72”, backed, black metal, supplied by Landscape Forms). Provision of speed humps in the lane in the lane south of Pacific St between Burrard St and Hornby St:

- (l) Provision of speed humps in the lane in the lane south of Pacific Street between Burrard Street and Hornby Street.
- (m) Provision of upgraded street lighting (roadway, sidewalk and bikeway) to current City standards and IESNA recommendations.

Note to Applicant: All associated infrastructure, including but not limited to new service cabinet, lighting and receptacles, etc. to facilitate the lighting needs of the terraced stairs

- (n) New or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents

- (o) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft. long and 18 in. deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

- (p) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.

2.9 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

- (a) Off-site local sanitary service upgrades as per condition 2.8(b)(i).

Note to Applicant: The benefiting area for these works is under review.

- (b) Intersection improvements at Howe Street and Pacific Street as per condition 2.8(j)(i).

Note to Applicant: The benefiting area for these works is under review.

Note to Applicant: An administrative recovery charge will be required from the applicant to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

For general Latecomer Policy information refer to the website at:

<https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>

## Urban Design

- 2.10 Provision of one or more statutory right-of-ways (SRW) to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services for public use of the privately owned public space, as detailed in Urban Design Condition 1.1, being the:

- (a) Public plaza at the north corner of the site, approximately 500 m sq. in area;
- (b) Open space at the west corner; and
- (c) Open space at the south corner.

Note to Applicant: Per Urban Design Condition 1.1(c), provision of the south corner open space will be determined at the development permit stage. The corresponding SRW will be modified/released accordingly, if a south corner open space is not being provided.

- 2.11 Provision of a statutory right-of-way (SRW) to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services for public use and access to public elevator along the west frontage adjacent the "Burrard Steps".

## Social Policy - Food Assets

- 2.12 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the *Rezoning Policy for Sustainable Large Developments* by delivering a minimum of three food assets. To secure this condition, the applicant may be required to enter into one or more agreements with the City, all to be satisfied at no cost to the City and to the City's satisfaction, which agreement(s) may include, but not limited to, the following provisions and requirements:

- (a) Certain permit holds subject to completion of the design, construction, and satisfactory acceptance of the food assets.
- (b) Agreements, covenants, and statutory rights of way regarding the installation, maintenance of, and access to food assets as appropriate.
- (c) Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Arts, Culture and Community Services, may in their sole discretion require.

## Housing

- 2.13 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure all residential units as secured market rental housing units, excluding Seniors Supportive or Independent Living Housing, for a term equal to the longer of 60 years and the life of the building, subject to a no-separate-sales covenant and a no-stratification covenant, a provision that none of such units will be rented for less than 90 consecutive days at a time, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City at by-law enactment pursuant to Section 565.2 of the Vancouver Charter and a Section 219 Covenant.

### **Community Benefit Agreement (Optional)**

- 2.14 As per the City of Vancouver's *Community Benefits Agreement Policy*, applicant must enter into a Community Benefits Agreement, which will commit the Applicant and its development partners to:
- (a) Strive for an overall target of 10% of all labour (including that for contractors, subcontractors and other possible vendors) are local and from equity seeking groups; including women and gender-diverse individuals, Indigenous peoples, racialized communities, and others facing barriers to opportunity due to discrimination, exclusion and stigmatization. They must provide best efforts to achieve this target by prioritizing new and entry-level hires through a First Source Hiring Program, in consultation with community stakeholders and a third party monitor.
  - (b) Demonstrate Best Efforts to procure a minimum of 10% of material goods and services from third party certified social impact and/or equity seeking businesses and social enterprises, across the entire lifecycle of the development site, prioritizing Vancouver-based ventures but extending through supply chains regionally and outside the Province and the Country where and when required. This Includes, where applicable, post-occupancy and ongoing service needs;
  - (c) Demonstrate Best Efforts to procure a minimum of 10% of materials, goods and services from Vancouver companies or companies located in Metro Vancouver or British Columbia. These may or may not also be equity seeking 3rd party certified businesses as defined in the policy;
  - (d) In order to monitor and evaluate these compliance targets, the following must be complete as part of the prior-to conditions before development permit issuance.
    - (i) Connect with the Social Planners responsible for the CBA conditions to review the CBA policy and process.
    - (ii) Send a high level construction schedule, including estimates on # of workers on site, and amount of procurement activity.
    - (iii) Retain the services of an independent third party to the satisfaction of the City in order to assist in monitoring and reporting on the progress towards reaching these goals on an agreed upon timeline with the City of Vancouver during and upon completion of the project and its various development phases. This may include, where applicable and where possible, post-occupancy and ongoing service needs; and;
  - (e) Participate in a Project Specific Implementation and Monitoring Working Group with City staff, industry and training and skill development bodies, employment services organizations, and community representatives with knowledge of social procurement, social hiring, and community economic development.

Note to Applicant: On December 10, 2025, City Council directed that the Community Benefits Agreement Policy is optional for all projects that have not yet been considered at public hearing, as described in the [Report Back on Supporting Development Viability and Unlocking New Housing Supply](#), dated December 2, 2025.

Agreeing to these conditions as per the City of Vancouver CBA Policy does not preclude the applicant from entering into any additional agreements with communities including ones geographically located nearby the development site, or sites, or with First Nations. Please ask to be connected with the Planner on the CBA Policy implementation for more information, questions, and support, as this condition may impact any early procurement processes for this development.

Please connect with the CBA planners for more information about the CBA policy (harris.watt@vancouver.ca, alisha.masongsong@vancouver.ca) and visit our CBA website for more information. <https://vancouver.ca/people-programs/community-benefit-agreements.aspx>.

### **Community Amenity Contribution**

- 2.15 Prior to enactment of the rezoning by-law, the Director of Planning has been satisfied that the development will, subject to economic conditions, generate a non-tax revenue stream for the City consistent with the Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy ("COL Rezoning Policy"), including entering into such agreements, if any, required to satisfy the COL Rezoning Policy.

### **Public Art**

- 2.16 Execute an agreement satisfactory to the Director of Legal Services and the Arts, Culture and Community Services Deputy General Manager, Arts, Culture & Tourism (ACT) for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Provide development details to the satisfaction of the Head of Public Art (a checklist will be provided) confirming the selection of Option A, Art on Site, or Option B, 60% cash-in-lieu of art.

Please contact Public Art staff at [publicart@vancouver.ca](mailto:publicart@vancouver.ca) to discuss your application.

### **Environmental Contamination**

- 2.17 If applicable:
- (a) Submit a site disclosure statement to Environmental Services (Environmental Protection).
  - (b) As required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, do all things and/or enter into such agreements



deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.

- (c) If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

### **Agreements**

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

\* \* \* \* \*

**APPENDIX C  
PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS**

**SIGN BY-LAW No. 11879**

In Schedule A (CD-1 Zoning Districts regulated by Part 9) of the Sign By-law add:

"1402-1462 Burrard Street, 1401-1451 Hornby Street and 900 Pacific Street	[CD-1 #]	[By-law #]	C-2"
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**NOISE CONTROL BY-LAW No. 6555**

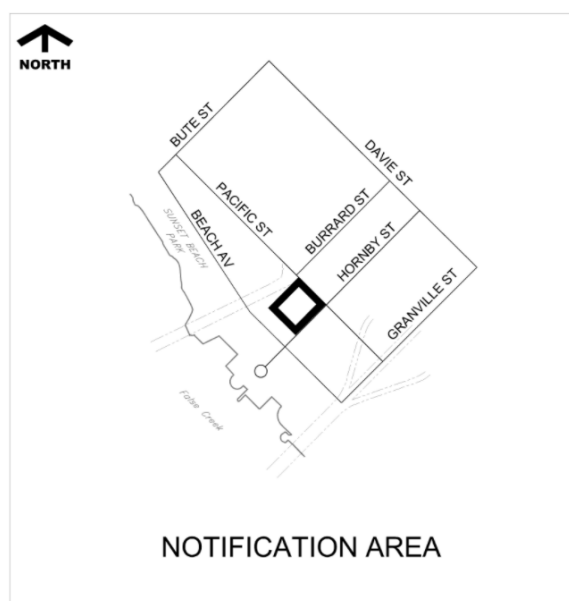
Amend Schedule A (Activity Zone) by adding the following:

"[CD-1 #]	[By-law #]	1402-1462 Burrard Street, 1401-1451 Hornby Street and 900 Pacific Street"
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## APPENDIX D PUBLIC CONSULTATION SUMMARY

Event	Dates	Details
<b>Webpage published</b>	December 16, 2024	<a href="https://www.shapeyourcity.ca/1402-1460-burrard-st">https://www.shapeyourcity.ca/1402-1460-burrard-st</a>
<b>Postcard mailed</b>	March 10, 2025 (Approximate)	5,340 notices mailed
<b>Site sign installed</b>	February 2025	n/a
<b>Online comment form</b>	December 2024 to September 2025	155 submissions <ul style="list-style-type: none"> <li>• 42 responses support</li> <li>• 94 responses opposed</li> <li>• 19 responses mixed</li> </ul>
<b>Question and Answer (Q&amp;A) period (2 weeks)</b>	March 25 to April 8, 2025	502 page views
<b>In-person Information Session</b>	March 31, 2025	127 attendees
<b>Total webpage views</b>	December 2024 to September 2025	4,121 page views
<b>Total Submissions</b> (Comments submitted + questions asked + other input methods)		155 submissions



A summary of public input is provided below, organized by topic.

Generally, comments of support fell within the following areas:

- **Increased rental tenure:** More rental housing stock is needed and the location is central and walkable. Quicker approval processes are desired.
- **Proposed Uses and site design:** Proposed commercial uses are supported and new connectivity including the Burrard Steps. More community serving business spaces is desired.
- **Build it well and add useful community features:** Some people want solid materials, more 2- and 3-bedroom homes, childcare or community rooms, public EV charging, and safer alley design. Some prefer the newer design but still want tweaks to the stairs, plaza, and podium.

Generally, comments of concern fell within the following areas:

- **Traffic:** The increased population will cause congestion on the nearby street network. Transportation infrastructure upgrades are needed on nearby streets and laneways.
- **Height, fit, and shadows/views:** Proposed height of the building is too large and will have shadowing and private view impacts for nearby residents. A smaller height that meets the applicable policies is what should be built.
- **Construction:** Building construction will disrupt traffic and cause noise and dust to nearby residents.

### Response to Public Comments

- **Traffic:** This site is required to provide parking and loading as per the Parking By-law, and it is not anticipated that this site will put additional pressure on street parking in the area. The City will continue to monitor parking in the area, and residents may contact the Engineering Department via 3-1-1 regarding on-street parking enquiries and requests.
- **Height, fit and shadows/views:** The surrounding context includes buildings in excess of 40-storeys in height, additionally, protected views and nearby parks are not impacted by the proposal.
- **Construction:** Construction noise and any noise associated with the development after occupancy will be regulated by the City's Noise Control By-law.

\* \* \* \* \*

## APPENDIX E URBAN DESIGN ANALYSIS

### Introduction

This section provides a detailed analysis and assessment of the application received on May 14, 2025 (revised application). In the absence of built form guidelines, maximum height and density guidance in the enabling rezoning policy, staff have analyzed the proposal based on the built-form expectations and urban design objectives outlined in the following relevant policies and guidelines.

- *Granville Slope Policies* (1989, last amended 1993)
- *Solar Access Guidelines for the Downtown Peninsula* (2025)
- *Bridgehead Guidelines* (1997, last amended 2022)
- *Higher Building Policy* (1997, last amended 2018) - The site is not identified as a higher building site in the policy. Given the prominent location and the proposed height and massing that are comparable to several Council-approved higher buildings in the vicinity, the key design objectives of the Policy are considered appropriate to guide the design and review process to ensure this development make a significant contribution to the urban environment.



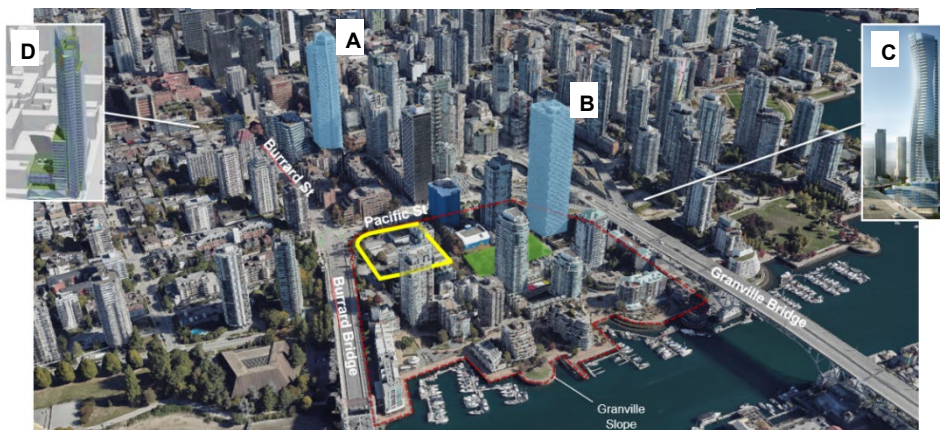
**Figure E-1: Project Perspective Looking North**

### Site and Context

The site is situated at the southeast corner of Burrard and Pacific Street, adjacent to the Burrard Bridge. It is generally square with 79 m (260 ft.) frontages and has an approximately 10 m (33 ft.) drop from Pacific Street to the lane. The site is the last undeveloped parcel in the Granville Slopes neighbourhood. Responding to the established neighbourhood character is one of the objectives. The neighbourhood is a unique waterfront residential area between two bridges and bounded by the busy arterial Pacific Street on the north and the tranquil Seawall to the south. The neighbourhood is walkable with fine-grained blocks and well-connected pathways. Buildings are generally taller on the north and step down to the waterfront, featuring courtyard forms, sculpted towers, rowhouse-like podiums, and terraced mid-rise buildings. The neighbourhood park – May & Lorne Brown Park- is centrally located and situated kitty-corner to the site.

Surrounding areas include Downtown South to the north with high-density mixed-use developments; the West End on the other side of Burrard Bridge with slender tower-in-the-park forms; and False Creek North across the Granville

**Figure E-2: Neighbourhood Context**



Bridge with generous open spaces and courtyard buildings. There are several approved or built higher buildings nearby, including Burrard Gateway (A), Vancouver House (B), 601 Beach (C), and 1157 Burrard Street (D) (see Figure E-2).

More broadly, on the south side of False Creek, Vanier Park, Granville Island, Charleson Park, and other popular public places contribute to a rich and diverse waterfront. The False Creek South community represents one of the most livable neighbourhoods with low to mid-rise apartments. However, this context is evolving with the Señákw development at the south end of the Burrard Bridge, which is redefining the broader context of the Burrard Bridge (see Figure E-3).

**Figure E-3: Fraser Creek Context**



### Site Design

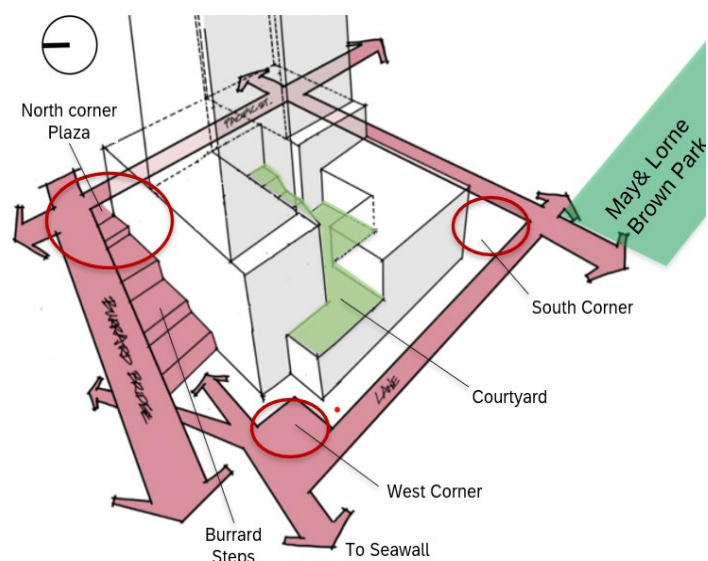
The site design aims to achieve key urban design objectives, including:

- Contributing to downtown public realm network through meaningful open spaces.
- Strengthening north-south connections between the bridge, downtown, waterfront and neighbourhood.
- Creating active, pedestrian-oriented street edges.
- Providing livable and sociable outdoor amenities for residents.

The application proposes an off-site public realm (Burrard Steps) linking Burrard Street to the Seawall, along with two on-site corner plazas at its upper and lower ends. The proposed courtyard building defines site edges with commercial uses along Pacific Street and Burrard Steps and residential uses along Hornby Street. While the site plan meets several design objectives, staff noted that the proposed corner open spaces are small and offer limited support for public activities and do not make meaningful contribution to the public realm network of downtown and neighbourhood.

Staff recommend securing approximately 800 sq. m on-site open spaces with a primary plaza at the north corner and supporting open spaces at west and south corners (see circles in Figure E-4) to complement the public realm network. Refer to Condition 1.1 in Appendix B.

**Figure E-4: Fraser Creek Context**





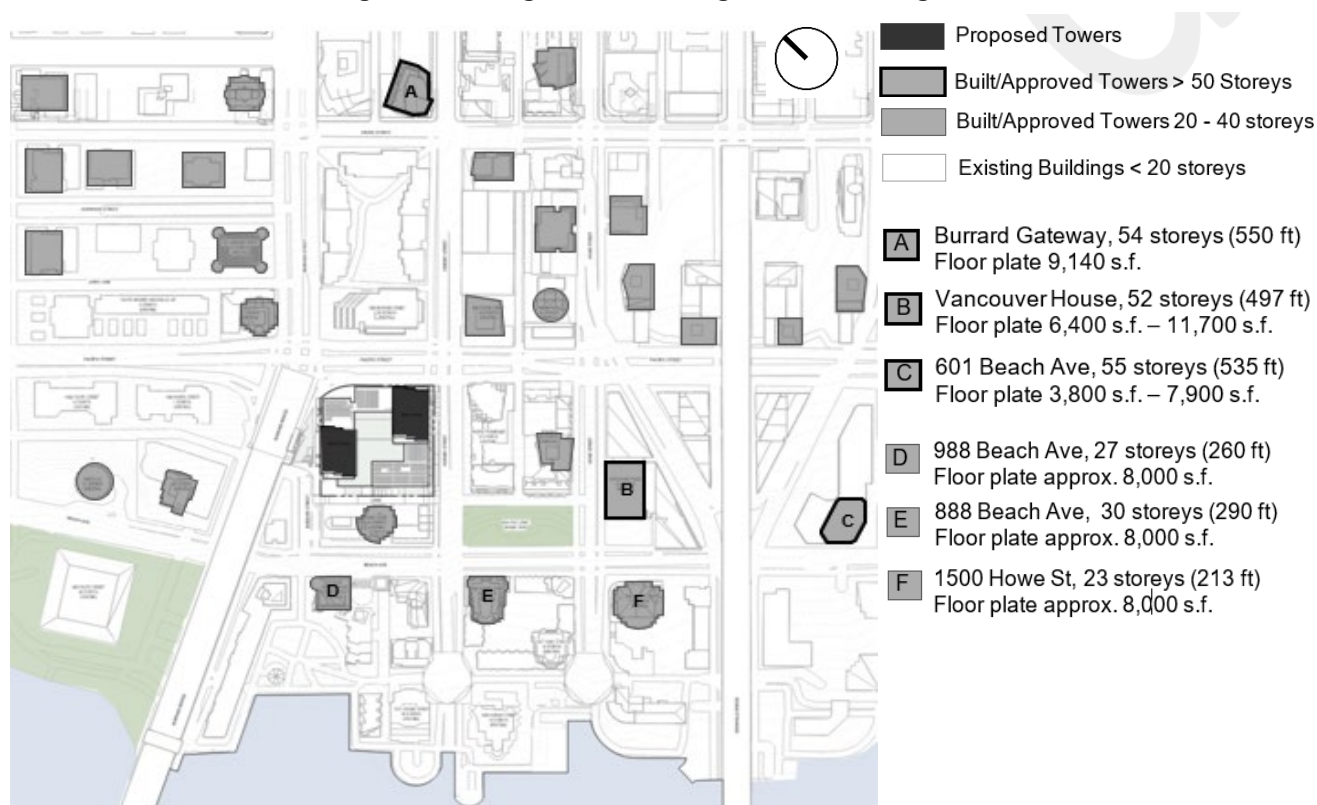
## Height

The analysis of the proposed additional heights is based on the following key considerations: contextual fit, shadow impacts, contribution to the city skylines, and the evolution of gateway.

### Contextual Fit

Many nearby high-rise buildings range from 20 to 40 storeys with several towers over 50 storeys approved or built under the *Higher Building Policy* (see Figure E-5). The Señákw development includes 10 towers ranging from 21 to 58 storeys with three of them above 50 storeys, reshaping the character of the south end of Burrard Bridge and the south shore of False Creek. Generally, the proposed lower west tower responds to surrounding heights, while the taller east tower relates to other nearby high towers. They also reinforce the neighbourhood's stepping pattern and define its highest point along the northern edge. Overall, given the existing and evolving Downtown and False Creek context, as well as the reimagining of the Burrard Bridge, staff consider the proposed tower heights appropriate for the context.

**Figure E-5: Height and Massing of Surrounding Towers**



### Shadow Impacts

Staff have assessed shadow impacts on fall equinoxes at 10am, 12pm, 2pm, and 4pm PDT. The shadowing extends onto Sunset Park in the morning but is contained within the shadows of existing buildings and new impacts are nominal (see Figure E-6).



**Figure E-6: Shadows at Fall Equinox 10am**

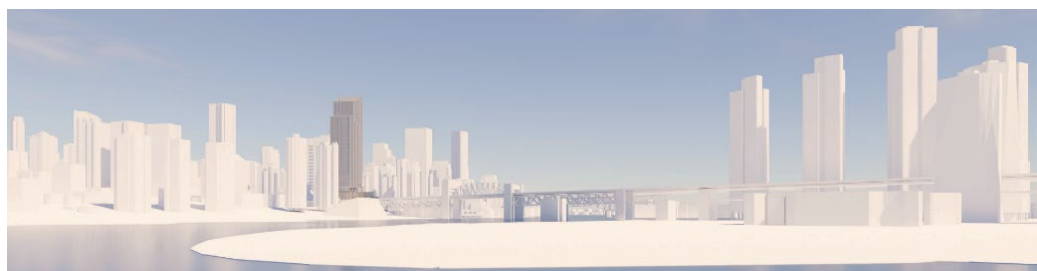
### City Skyline Contribution

Tall towers should contribute to the city's skyline and enhance legibility and aesthetic quality of the city. The views from Creekside Park, Vanier Park, and the east end of False Creek show that the proposed towers positively complement the existing skylines (see Figure E-7,8,9). The two parallel towers, with the lower one near the bridge, create dynamic height variation. This double-tower composition accentuates the heights between the bridges, balances the Granville Bridge towers, and establishes a legible visual link between the north and south ends of the Burrard Bridge. Staff recommend further refinements to the tower crowns to enhance the "beauty and visual power of the city's skyline," as anticipated in the *Higher Building Policy*. Refer to Condition 1.6 in Appendix B.

**Figure E-7:  
Project View  
from  
Creekside  
Park**



**Figure E-8:  
Project View  
from Vanier  
Park**



**Figure E-9:  
Project View  
from East  
End of False  
Creek**



### Gateway Evolution

The Burrard Bridge gateway is a key downtown entry, currently defined by the prominent Burrard Gateway Building, aligned axially with the bridge. The proposed two towers, however, visually surpass the Burrard Gateway Building (see Figure E-10). Staff recognize that ongoing downtown densification in this area will further diminish the prominence of Burrard Gateway Building. Given the location, proposed heights, and double-tower composition, the proposal is considered an appropriate candidate to mark the downtown entry. To strengthen its identity, staff recommend substantial design improvements to the building form and architectural expression to "establish a recognizable new benchmark for architectural creativity and excellence" as anticipated in the *Higher Building Policy*. Refer to Condition 1.6 in Appendix B.



**Figure E-10: Project View from Burrard Bridge**

### Podium Massing and Form

The development features a courtyard with two towers atop podiums. In the original proposal, the tall, enclosed podiums exceed the scale of the neighbourhood, limited site connectivity and affected courtyard openness and solar access (see Figure E-11, left).

The applicant revised the proposal by lowering the podiums to four storeys (see Figure E-11, right), improving compatibility with surrounding low-rise building form and increasing solar access. However, the issues related to the enclosed form have not fully resolved. Staff recommend further design development to create a more physically and visually open podium to further improve site connectivity, public realm interface, and courtyard performance. Refer to Condition 1.2 in Appendix B.

**Figure E-11: Podium Massing in Original Application (L) vs Revised Application (R)**

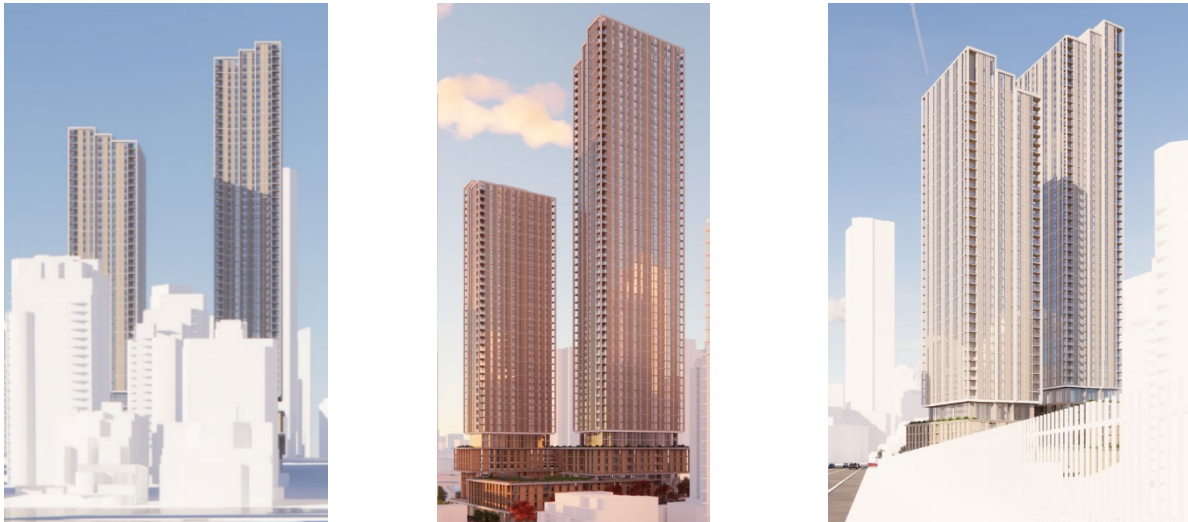
### Tower Massing and Form

The proposed towers have substantial massing with floor plates of 8,870 sq. ft. and 9,700 sq. ft., larger than the typical 5,500 - 6,500 sq. ft. residential towers in the area (see Figure E-5), and exceeding the slender forms anticipated by the *Granville Slope Policies*. Staff noted that a few towers in this neighbourhood have approximately 8,000 sq. ft. floor plates (see buildings D, E, and F in Figure E-5). Some nearby approved or built higher buildings (see buildings A, B, and C in Figure E-5) and the towers in Señákw development have comparable tower massing.

However, it is recognized that large towers can have adverse impacts on the surrounding public realm and access to natural light, air, and views. Furthermore, the elongated rectangular towers (81 ft. wide, 110 ft. / 120 ft. long) appear slender with appropriate openness to the sky

when viewed from the width (see Figure E-12, left), but look much bulkier when viewed from the length, presenting a heavier massing against the sky. This effect is most evident from Burrard Bridge and May & Lorne Brown Park (see Figure E-12, middle and right). Staff recommend further exploration to the tower scale and proportion to reduce the perceived massing and bulk, such as reducing the length, lightening the top, articulating the corner, or tapering the massing. Refer to condition 1.3 in Appendix B.

**Figure E-12: Views From Creekside Park (L), May & Lorne Brown Park (M), Burrard Bridge (R)**



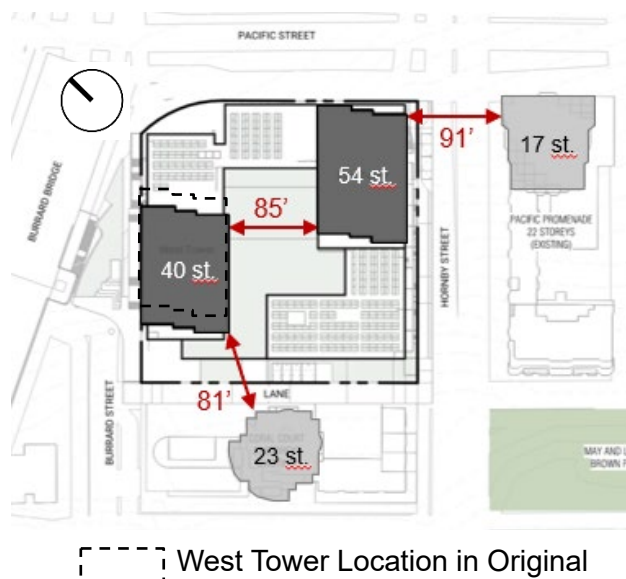
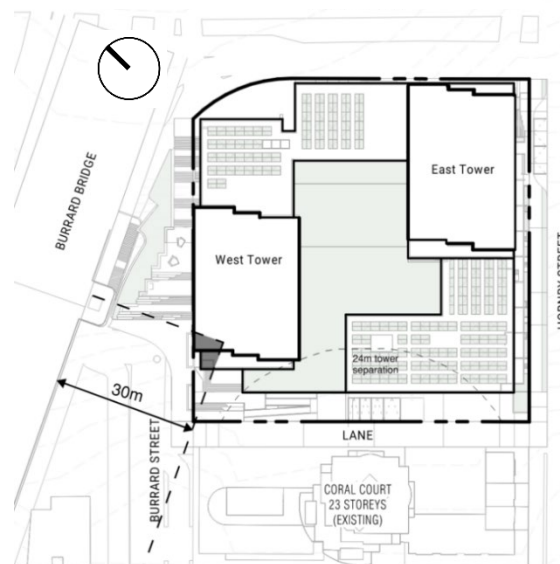
## **Tower Placement**

### *Tower Separations*

The minimum residential tower separation is 80 ft. The proposed towers are 85 ft. apart and are set back more than 80 ft. from adjacent existing towers (see Figure D-13). While the tower separation standard ensures a horizontal distance between towers, it does not account for the effect of towers' height and massing. The taller and larger the towers are, the greater their impacts on the surrounding public realm livability in terms of access to natural light, air, and views. Staff raised this concern during the review process, and the applicant revised the design by shifting the west tower southwest approximately 5 m (17 ft.) to reduce overlap with the east tower, slightly improving their spatial relationships. Staff recommend further design exploration, including additional massing shifts and articulation of the corners to enhance the space between the two towers. Refer to Condition 1.3 in Appendix B.

### *Tower Setbacks from Bridge Deck*

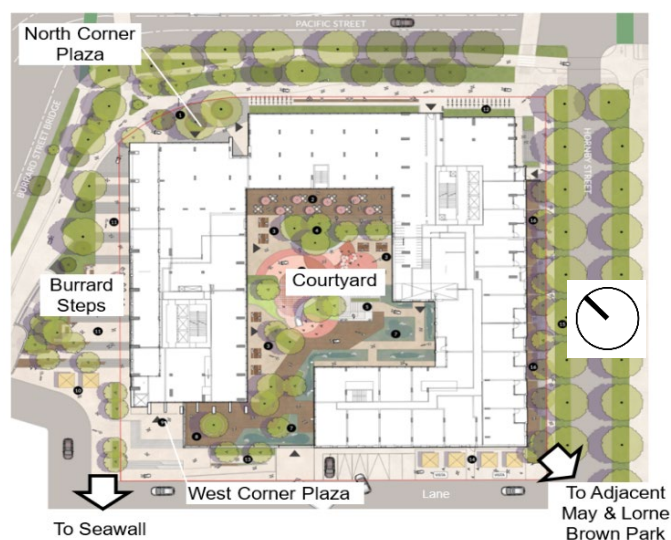
The Bridgehead Guidelines recommend building setbacks and heights to preserve public views and enhance the experience of crossing the bridge. The application encroaches on the 30 m setback at the west corner, as shown in grey in Figure E-14. Staff have assessed the impacts and concluded that this modest encroachment will not compromise the bridgehead experience. In contrast, staff would consider additional flexibility in the setback requirements to allow the tower massing to shift southwest, thereby widening the bridgehead view.

**Figure E-13: Tower Separation and Placement****Figure E-14: Bridgehead Setback**

## Public Realm Contribution

Given the proposed significant height and density, it is expected to deliver a generous and high-quality public realm and make a meaningful contribution to the downtown network of green and open space as anticipated by the *Higher Building Policy*.

The application proposes public open spaces at the north and west corners and incorporates residual city space between the bridge and this development (Burrard Steps) to create a more legible pedestrian connection to the Seawall (see Figure E-15). The design of these spaces is challenged by the sloping topography and the adjacent bridge structure. During the review process, staff raised the concerns about accessibility and activation. The applicant responded by adding a public arcade at street level with an elevator connecting to the lane. Further design efforts are expected at Development Permit application stage to unify these public open spaces and ensure they are inviting, engaging, and accessible for public use. Refer to Condition 1.4.a) in Appendix B.

**Figure E-15: Site Plan and Landscape Design**

In addition, the application proposes commercial uses on Pacific Street, ground-oriented residential units on Hornby Street, and service functions along the lane. Further design improvements are required to strengthen pedestrian-oriented public realm along all frontages. Staff also recommend exploring an open space at the south corner to enhance the relationship with May & Lorne Brown Park and the walkable public realm network, which is considered a key component in integrating this development into the local context. Refer to Condition 1.4 in Appendix B.

## APPENDIX F PUBLIC BENEFITS

City-wide DCL <sup>1</sup>	\$17,341,623
Utilities DCL <sup>1</sup>	\$10,785,471
Public Art <sup>2</sup>	\$1,719,919
<b>TOTAL</b>	<b>\$29,847,013</b>

### Other Benefits (non-quantifiable components):

- 1,089 rental housing units secured for the greater of 60 years and the life of the building.
- Subject to economic conditions, the development of this project is expected to provide long-term, broad-based public benefits through generation of non-tax revenues for the City.

<sup>1</sup> Based on rates in effect as of December 10, 2025 and the proposed 79,500 sq. m (855,730 sq. ft.) of residential floor area and 1,200 sq. m (12,917 sq. ft.) of commercial floor area.

DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City's [DCL Bulletin](#) for more details.

<sup>2</sup> Based on 2016 rates, subject to adjustments per the [Public Art Policy and Procedures for Rezoned Developments](#).

\* \* \* \* \*

## APPENDIX G REZONING APPLICATION SUMMARY

### Property

Address	Parcel Identifier (PID)	Legal Description
1402 Burrard Street	Lots 1 to 5 and the North 1/3 of Lot 6 of Block 120 District Lot 541 Plan 210	015-506-380, 015-506-401, 015-506-428, 015-506-444, 015-506-487 and 015-506-541 respectively
1430 Burrard Street	The south 2/3 of Lot 6, north 2/3 of Lot 7, and amended Lot 8 (see 60358L) of Block 120 District Lot 541 Plan 210	007-796-587, 007-796-668 and 007-796-340, respectively
1444 Burrard Street	Lots 9 and 10 Block 120 District Lot 541 Plan 210	007-796-773 and 007-796-862, respectively
1460 Burrard Street	Lots 11 and 12 Block 120 District Lot 541 Plan 210	015-508-568 and 015-506-576, respectively
1401 Hornby Street	Lots 30 to 32 Block 120 District Lot 541 Plan 210	002-559-544, 002-559-552 and 002-559-579, respectively
1441 Hornby Street	Lots 24 to 29 of Block 120 District Lot 541 Plan 210	015-506-584, 015-506-592, 013-344-617, 013-344-641, 002-559-480 and 002-559-536, respectively
1451 Hornby Street	Lot 23 Block 120 District Lot 541 Plan 210	002-559-463
900 Pacific Street	Lots 33 and 34 Block 120 District Lot 541 Plan 210	002-559-501 and 002-559-510, respectively

### Applicant Team

<b>Applicant</b>	General Manager of Real Estate Services, City of Vancouver
<b>Developer</b>	City of Vancouver
<b>Architect</b>	Diamond Schmitt Architects
<b>Property Owner</b>	City of Vancouver

### Statistics

	Permitted Under Existing Zoning	Proposed
<b>Zoning</b>	FCCDD	CD-1
<b>Land Use</b>	Commercial, Industrial	Commercial, Residential
<b>Maximum Height</b>	Not prescribed in FCCDD	East tower: 165 m (541 ft.) West tower: 127 m (416 ft.)

<b>Floor Area</b>	Not prescribed in FCCDD	80,700 sq. m (868,648 sq. ft.)
<b>Unit Mix</b>	N/A	117 studio units (11%) 570 1-bedroom (52%) 297 2-bedroom (27%) 105 3-bedroom (10%) <b>1,089 Total</b>
<b>Parking and Bicycle Spaces</b>	As per Parking By-law	As per Parking By-law

\* \* \* \* \*